Amendment to the Claims

1. (Currently Amended) A fatigue relieving/preventing apparatus associated with a vehicular control means comprising:

a first section that connects to a predetermined peripheral portion of the vehicular control means; and

a ~~deformable~~ second section that connects to, and extends from, the first ~~body~~ section at the predetermined peripheral portion of the vehicular control means, with the ~~deformable~~ second section for supporting at least a portion of a vehicular operator's body when pressure from the portion of the vehicular operator's body on the second section is less than the pressure for deforming the second section out of interference with the vehicular operator's ability to operate the vehicular control means, and deforming, ~~with the deformable section being deformable by the vehicular operator so that the deformable section is~~ substantially out of interference with the vehicular operator's ability to operate the vehicular control means when pressure from the portion of the vehicular operator's body on the second section is equal to or greater than the pressure for deforming the second section out of interference with the vehicular operator's ability to operate the vehicular control means .

2. (Currently Amended) The apparatus as recited in claim 1, wherein the ~~deformable~~ second section is deformable in at least one direction when deforming pressure is applied to such ~~deformable~~ second section.

3. (Currently Amended) The apparatus as recited in claim 1, wherein the ~~deformable~~ second section supports a portion of the vehicular operator's body when pressure from such body portion is applied in at least one direction.

4. (Original) The apparatus as recited in claim 1, wherein the vehicular control means is capable of controlling at least a nautical vessel, aircraft, or ground transportation vehicle.

5. (Currently Amended) The apparatus as recited in claim 1, wherein the ~~deformable~~ second section will return to an original first position after deforming pressure is removed therefrom.

6. (Currently Amended) The apparatus as recited in claim 1, wherein the portion of the body supported by the ~~deformable~~ second section includes at least a forearm, wrist, or hand.

7. (Currently Amended) The apparatus as recited in claim 1, wherein the first section extends a length of a predetermined peripheral portion of the vehicular control means.

8. (Currently Amended) The apparatus as recited in claim 1, wherein the ~~deformable~~ second section includes at least two ~~deformable~~ second sections that each connect to the first section.

9. (Original) The apparatus as recited in claim 1 or 8, wherein the first section is deformable.

10. (Currently Amended) A fatigue relieving/preventing apparatus associated with a vehicular control means, comprising:

at least two discrete first sections that each connect to a predetermined peripheral portion of the vehicular control means; and

a discrete ~~deformable~~ second section that connects to, and extends from, each first section at the predetermined peripheral portion of the vehicular control means, the discrete ~~deformable~~ second section for supporting at least a portion of a vehicular operator's body when pressure from the portion of the vehicular operator's body on the second section is less than the pressure for deforming the second section out of interference with the vehicular operator's ability to operate the vehicular control means, and deforming~~, with each deformable second section being deformable by the vehicular operator so that the deformable section is~~ substantially out of interference with the vehicular operator's ability to operate the vehicular control means when pressure from the portion of the vehicular operator's body on the second section is equal to or greater than the pressure for deforming the second section out of interference with the vehicular operator's ability to operate the vehicular control means.

11. (Currently Amended) The apparatus as recited in claim 10, wherein each ~~deformable~~ second section is deformable in at least one direction when deforming pressure is applied to each discrete such deformable second section.

12. (Currently Amended) The apparatus as recited in claim 10, wherein each ~~deformable~~ second section supports a portion of the vehicular operator's body when pressure from such body portion is applied to it in at least one direction.

13. (Original) The apparatus as recited in claim 10, wherein the vehicular control means is capable of controlling at least a nautical vessel, aircraft or ground transportation vehicle.

14. (Currently Amended) The apparatus as recited in claim 10, wherein each ~~deformable~~ second section will return to an original first position after deforming pressure is removed therefrom.

15. (Currently Amended) The apparatus as recited in claim 10, wherein the portion of the body supported by the ~~deformable~~ second section includes at least a forearm, wrist, or hand.

16. (Original) The apparatus as recited in claim 6 or 15, wherein the apparatus is adjustable for supporting different sizes or types of body portions.

17. (Original) The apparatus as recited in claim 1 or 10, wherein each first section is capable of being formed integral with the vehicular control means.

18. (Original) The apparatus as recited in claim 1 or 10, wherein each first section is capable of being detached from the vehicular control means.

19. (Original) The apparatus as recited in claim 10, wherein each first section is deformable.

20. (New) A fatigue relieving/preventing apparatus associated with a steering wheel for controlling a vehicle comprising:

a first section that connects to a predetermined peripheral portion of the steering wheel; and

a second section that connects to, and extends from, the first section at the predetermined peripheral portion of the steering wheel, with the second section for supporting at least a portion of a vehicular operator's body when pressure from the portion of the vehicular operator's body on the second section is less than the pressure for

deforming the second section out of interference with the vehicular operator's ability to operate the steering wheel, and deforming substantially out of interference with the vehicular operator's ability to operate the steering wheel when pressure from the portion of the vehicular operator's body on the second section is equal to or greater than the pressure for deforming the second section out of interference with the vehicular operator's ability to operate the steering wheel.

21. (New) The apparatus as recited in claim 20, wherein the second section is deformable in at least one direction when deforming pressure is applied to such second section.

22. (New) The apparatus as recited in claim 20, wherein the second section supports a portion of the vehicular operator's body when pressure from such body portion is applied in at least one direction.

23. (New) The apparatus as recited in claim 20, wherein the steering wheel includes a steering wheel for controlling at least a nautical vessel, an aircraft, or a ground transportation vehicle.

24. (New) The apparatus as recited in claim 20, wherein the second section will return to an original first position after deforming pressure is removed therefrom.

25. (New) The apparatus as recited in claim 20, wherein the portion of the body supported by the second section includes at least a forearm, wrist, or hand.

26. (New) The apparatus as recited in claim 20, wherein the first section extends a length of a predetermined peripheral portion of the steering wheel.

27. (New) The apparatus as recited in claim 20, wherein the second section includes at least two second sections that each connect to the first section at separate locations.

28. (New) The apparatus as recited in claim 20 or 27, wherein the first section is deformable.

29. (New) A fatigue relieving/preventing apparatus associated with a steering wheel for controlling a vehicle, comprising:

at least two discrete first sections that each connect to a predetermined peripheral portion of the steering wheel; and

a discrete second section that connects to, and extends from, each first section at the predetermined peripheral portion of the steering wheel, the discrete second section for supporting at least a portion of a vehicular operator's body when pressure from the portion of the vehicular operator's body on the second section is less than the pressure for deforming the second section out of interference with the vehicular operator's ability to operate the steering wheel, and deforming substantially out of interference with the vehicular operator's ability to operate the steering wheel when pressure from the portion of the vehicular operator's body on the second section is equal to or greater than the pressure for deforming the second section out of interference with the vehicular operator's ability to operate the steering wheel.

30. (New) The apparatus as recited in claim 29, wherein each second section is deformable in at least one direction when deforming pressure is applied to each discrete such deformable second section.

31. (New) The apparatus as recited in claim 29, wherein each second section supports a portion of the vehicular operator's body when pressure from such body portion is applied to it in at least one direction.

32. (New) The apparatus as recited in claim 29, wherein the steering wheel includes a steering wheel for controlling at least a nautical vessel, an aircraft, or a ground transportation vehicle.

33. (New) The apparatus as recited in claim 29, wherein each second section will return to an original first position after deforming pressure is removed therefrom.

34. (New) The apparatus as recited in claim 29, wherein the portion of the body supported by the second section includes at least a forearm, wrist, or hand.

35. (New) The apparatus as recited in claim 25 or 34, wherein the apparatus is adjustable for supporting different sizes or types of body portions.

36. (New) The apparatus as recited in claim 20 or 29, wherein each first section is capable of being formed integral with the steering wheel.

37. (New) The apparatus as recited in claim 20 or 29, wherein each first section is capable of being detached from the steering wheel.

38. (New) The apparatus as recited in claim 29, wherein each first section is deformable.